

Puerto Rico Motor Carrier Service
Pre-Proposal Conference
Questions & Answers
20 Nov 2003

The following questions and their answers were addressed at the pre-proposal conference and are made a part of this solicitation.

1. Do we (the contractors) have to provide the Dry-trailer, Flatbed, Lowboy and Vehicles?

ANSWER: Yes, contractor is required to provide all equipment necessary to perform the job of transporting cargo.

2. What do you refer to when you mention vehicle; do you mean vans, pickups, small trucks or do you mean needing a car carrier for transporting cars itself?

ANSWER: The word vehicle means just that. Military vehicles of all kinds but not privately owned vehicles in which case a car carrier would be necessary. Vehicles for military, vans and pickups should be listed as a breakbulk rate. The spreadsheet will be changed to indicate that since those types of vehicles will be paid on a measurement ton basis.

3. Do we (contractors) have to provide, the forklifts or other equipment required to load and unload the packages, Yes or No?

ANSWER: No and yes. Not for full container loads that do not require stuffing or unstuffing by the motor carrier. The ocean carrier will be responsible for all equipment necessary for hooking the container to the motor carrier's tractor. There may be occasions when the motor carrier is required to provide forklifts or a crane on a one-time-only negotiated request. Since we do not anticipate a large volume of cargo for that service, the contractor may want to consider in lieu of purchasing this equipment, have the ability to lease it.

4. Do we have to provide in some cases the containers to fulfill the jobs?

ANSWER: Motor Carriers are not required to provide containers except for when a request is made for less than container loads, (LCL), which requires stripping the ocean carrier container, sort, consolidate and re-stuff in a motor carrier container for distribution. It may not require a container and the motor carrier may determine

the type of truck needed to deliver the cargo. LCL movement will be the only time containers will be required.

5. How or where do we put the down prices for transporting hazardous, weapons and explosives, if the price changes from other type of transportation?

ANSWER: There's no difference in the container price for the cargo type. There's an accessorial charge for protective service or escort if required.

6. What do all the four groups to be priced in the Accessorial Charges-Bid Rate in Attachment 1 (pg. 3 of 3) mean?

ANSWER: We have set a price for CLINS 0001CT, 0001CU and 0001CV for those services and the accessorial charges for CLINS 0001CW, 001CX, 0001CY, 0001CZ and 0001DA must be bid by the carrier. The CLINS which have the set rates in them are the going rates in other contracts for the same services.

7. Is there a template available for weekly reports that can be made available to prior to the bid openings?

ANSWER: Yolanda will get a copy to me and I will include it as part of the amendment to the solicitation.

8. Since it is some confusion on what is meant by the word "vehicle" in the Breakbulk Cargo line items, will consideration be given to renaming the CLINS to read Vehicle/breakbulk?

ANSWER: Yes, we will look at it and make the changes in an amendment. Attachment 1 will be revised to change the verbiage.

9. Paragraph 1.8 and 1.9, Minimum Cargo. If the government doesn't meet the minimum cargo, will the government pay the \$75 fee per container as stated in the solicitation?

ANSWER: Yes. The government will pay \$75 if the minimums are not met.

10. Paragraph 3.5.3 "STOP OFF" – indicates a "1st destination and the container's 2nd destination exceed 50 miles" consider changing the verbiage?

If the pickup is in Zone 1 and 3 days later you are called to move to Zone 10, which is farther away, how will the contractor be paid?

ANSWER: The motor carrier will be paid from the port of San Juan to the farthest zone including the stop off charge. If that stop off exceeds 50 miles within the zone of the second destination, then the motor carrier will be paid an additional \$100.00.

11. Consider changing CLIN 0001CY to read stuffing and/or unstuffing containers.

ANSWER: Yes. The rate should be based on measurement tons for breakbulk since this will apply to the LCL cargo. One rate will be required whether stuffing or unstuffing. In the accessorial rates, the contractor will tell the government what it will cost for cargo handling of this nature.

12. Consider Adding CLINS for “loose pallets and less than pallet loads”

ANSWER: Yes, CLIN 0001DA (Delivery of Loose Pallets) is added. CLIN 0001CZ (Delivery of Small Packages) is the same as “less than pallet loads.”

13. Can a contractor Self-Certify itself as a small business? What types of certification documents does this office need?

ANSWER: By self-certifying the contractor will submit their information in the certification and representation part of the solicitation. There is no additional information required, however we will submit the names of the companies to our small business office. If you are registered in the CCR, which all contractors are required by law to be considered for award with the government, the carrier's business information will be in the system as to the status of his business.

14. Hurricane SOP reads MTMC, but if MTMC is leaving who will be responsible?

ANSWER: The SOP will be revised and submitted with the amendment indicating the proper government personnel.

15. In order to utilize PowerTrack, what does the contractor need in order to gain access?

ANSWER: Internet access that will allow contractor to download the program. The website for PowerTrack and telephone number and email is:

Email: powertrack@usbank.com

Phone: 1-800-417-1844

U.S. Bank: www.powertrack.com

16. Reference Public Service Commission (PSC), solicitation indicated that prices must not be equal to or higher than the Public Service Commission (PSC). If contractor is not using PSC rates can cargo be moved without it a rate? If the contractor bid below PSC rate how will the government guarantee safety? The PCS rates only allow for one-way movements in price. If it is a roundtrip the contractors loose money.

ANSWER: The Federal Government is allowed to solicit negotiated contracts without using the rates set by the PSC. Offers submitted with rates equal to or higher than the PSC will be considered “non-responsive” to the RFP and not considered for an award. No cargo will be moved without a rate in the contract. The Contractor is responsible for all safety measure for the movement of the cargo. This RFP is not written identical to the PSC requirement for moving cargo. The government has specified a particular need and guidelines in accordance with the Federal Acquisition Regulation (FAR). Carriers should make a business decision whether they can comply with the roundtrip costs.

17. If a contractor does not have specific equipment in lieu of renting equipment can he put a “no bid” and still be considered responsive?

ANSWER: No, contractor should provide a rate for all line items. Ownership is not required but the carrier must be able to provide the equipment whether leased or owned.

18. Conflict between Block 8 of the 1449 say proposal are due by 11:00 and page 27, “52.212-1, Addendum, SUBMISSION” reads: proposals are due by 1300.

ANSWER: The solicitation will be extended and a new time identified. Submission of proposals is now scheduled for 19 December 2003, not later than 4:30 PM EST.